



Healthy School Streets Consultation – Haverstock School (Crogsland Road) Permanent Proposals



Monitoring Factsheet

This document sets out monitoring data gathered during the trial period of the Haverstock School Healthy School Street scheme on Crogsland Road. It has been gathered and analysed to help assess the impact of the scheme during the trial period of operation. The data and feedback are summarised below.

Traffic Count Data

Traffic data before and after the implementation of the scheme was collected through automatic traffic counts (ATCs) on Crogsland Road and is displayed in Table 1. 'Before scheme' data was collected in October 2020 and 'after scheme' data was collected in July 2021 and October 2021 when the scheme was live. Analysis of traffic count data for Prince of Wales Road can be found [here](#).

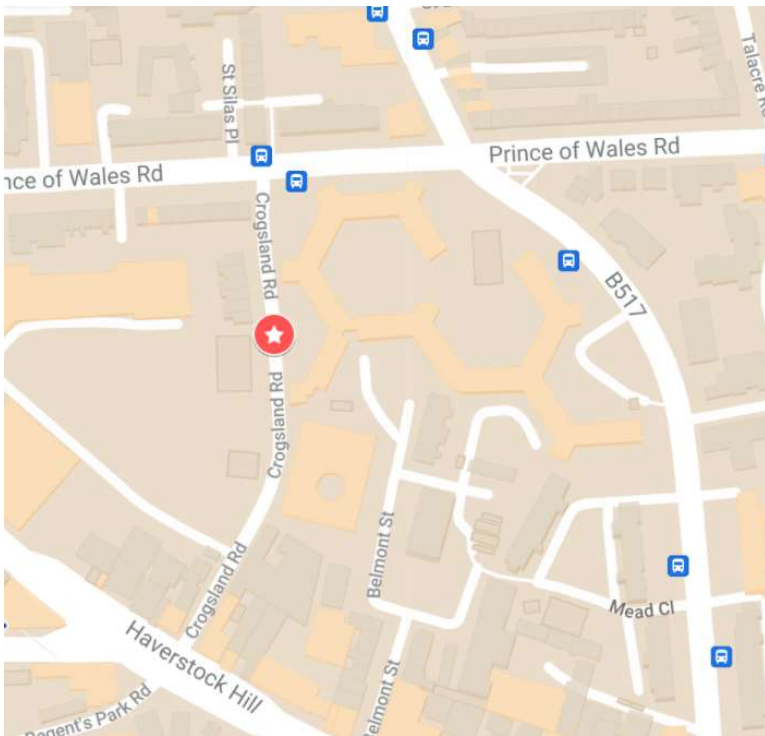
Weekly traffic counts (car, van, lorry, bus, cycle, and motorcycle) were taken over the following five-day periods:

- The week commencing 20th October 2020 (before scheme)
- The week commencing 19th July 2021 (during scheme trial)
- The week commencing 12th October 2021 (during scheme trial)

The counts covered the total number of vehicles on Monday to Friday in school term time, when all pupils were attending Haverstock School.

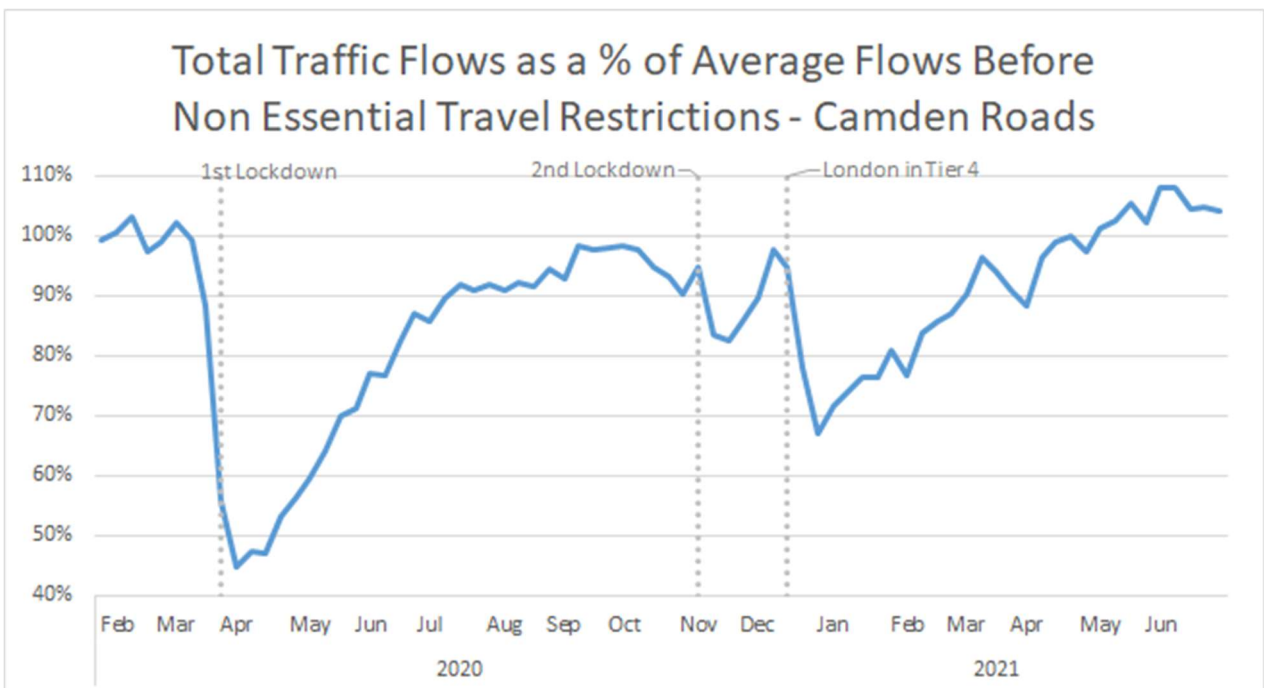
Traffic counts were analysed during the morning (8am - 10am) and afternoon (2pm - 4pm) Healthy School Street operational times. The traffic count location is shown in **Figure 1** below. Cycle count data is analysed separately later in this factsheet.

Figure 1 – Location of Traffic Counts



It is recognised that the Covid-19 pandemic has had an impact on general traffic levels throughout London and in Camden. Data collected by Camden Council, presented within Figure 2, shows the fluctuations in motor traffic on Camden’s roads from the first quarter of 2020 through to the first half of 2021, at which point most lockdown restrictions were starting to be eased. It presents total traffic flows as a percentage of the average flows before the non-essential travel restrictions were brought in by the government. At the time of the October 2020 counts traffic was at 94% of pre-pandemic levels.

Figure 2 – Total traffic flows on Camden roads as a percentage of the average flows before non-essential Covid-19 travel restrictions



The traffic count data is summarised in Table 1 below, which shows daily average traffic flows based on the weekly counting periods noted on page 1.

Table 1 –Traffic Count Data: Average Vehicle Counts (Monday to Friday, AM and PM peaks)

Location	AM Peak (08:00-10:00)					PM Peak (14:00-16:00)				
	Oct 2020	Jul 2021	Oct 2021	Change (Oct 2020 to July 21)	Change (Oct 2020 to Oct 2021)	Oct 2020	July 2021	Oct 2021	Change (Oct 2020 to July 2021)	Change (Oct 2020 to Oct 2021)
Crogsland Road	80	25	28	-69%	-65%	77	27	22	-66%	-72%

When comparing the traffic counts from October 2020 (before scheme) to October 2021 (during scheme trial), it can be seen that there is a 65% reduction in vehicles during the morning restrictions and a 72% reduction during the afternoon restrictions. This equates to 52 fewer vehicles in the morning and 55 fewer vehicles in the afternoon.

Traffic Speed Data

The traffic count data collected can also be used to analyse vehicle speeds. A comparison of speeds before and after the trial scheme was implemented is shown in Table 2 below. The data includes the average speed of all vehicle classes (including cycles).

Table 2 – Traffic Speed Data: Daily Average (Monday-Friday, AM and PM peaks)

Location	AM Peak (08:00-10:00)					PM Peak (14:00-16:00)				
	Oct 2020	July 2021	Oct 2021	Change (Oct 2020 to July 21)	Change (Oct 2020 to Oct 2021)	Oct 2020	July 2021	Oct 2021	Change (Oct 2020 to July 2021)	Change (Oct 2020 to October 2021)
Crogsland Road	13 mph	14 mph	14 mph	+8%	+8%	19 mph	14 mph	14 mph	-26%	-26%

The data shows a 1mph increase in average speed during the morning restrictions and a 5mph decrease in average speed during the afternoon restrictions. During both periods of the restrictions average vehicle speeds are well below the 20mph speed limit for the road.

Cycle Flows

A comparison of cycle flows for Crogsland Road is shown in Table 3 overleaf.

Table 3 - Cycle Count Data: Daily Average Counts (Monday to Friday, AM and PM peaks)

Location	AM Peak (08:00-10:00)					PM Peak (14:00-16:00)				
	Oct 2020	July 2021	Oct 2021	Change (Oct 2020 to July 21)	Change (Oct 2020 to Oct 2021)	Oct 2020	July 2021	Oct 2021	Change (Oct 2020 to July 2021)	Change (Oct 2020 to Oct 2021)
Crogsland Road	42	44	62	+5%	+48%	18	18	20	No change	+11%

When comparing October 2020 with October 2021, the data shows a 48% increase (20 cycles) in cycling during the morning restrictions and an 11% (2 cycles) increase during the afternoon restrictions. The Healthy School Street on Crogsland Road links the cycleways on Prince of Wales Road and Haverstock Hill/Chalk Farm Road (by way of a northbound cycle contraflow on Crogsland Road).

Hands up and school surveys/travel planning

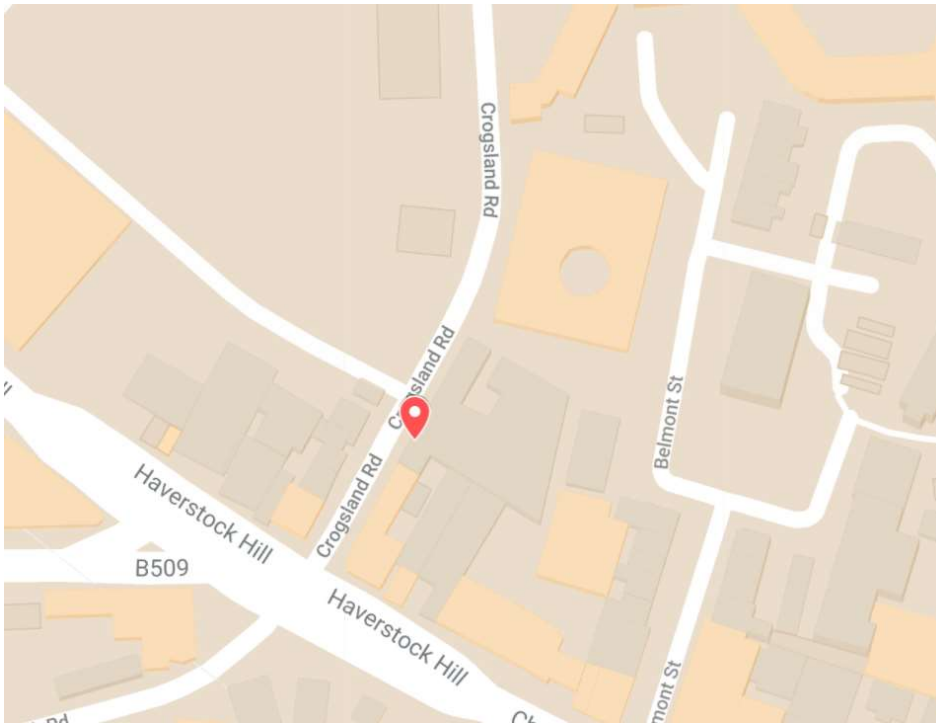
During the consultation we will be working closely with Haverstock School to carry out a 'hands up' survey with pupils. These surveys allow us to record how children travel to school by asking them to put their hand up when their mode of transport is read out. We will compare these surveys with pre-scheme hands up data that was recorded in the 2018/19 academic year as part of the analysis of the consultation data.

Air Quality Monitoring

We have an air quality monitoring diffusion tube in place on Crogsland Road, the location for which is shown in Figure 3 overleaf. Due to the fact that only two months of data was collected at this location in 2020, it is not possible to produce an annual mean figure of NO₂ concentration as a minimum of three months of data is required to do this.

Diffusion tube monitoring has continued into 2021 so we will have more extensive data to analyse when calculating the 2021 annual mean NO₂ concentrations at this location. However, diffusion tube data needs to be 'bias adjusted' which involves averaging all the monthly mean NO₂ concentrations within a specific calendar and then multiplying this new average by a correction (or 'bias adjustment') factor. This is used to correct for deviation in measurement between diffusion tubes and 'true' pollutant concentrations. Bias adjustment factors are continually reviewed and vary each year and are not published until the April of the following year. Therefore, we are unable to provide any figures for the monitoring that has taken place at this site in 2021 until April 2022. At this point we will be able to ascertain whether this site has air quality that is compliant with the National Air Quality Objective annual mean NO₂ limit. The expansion of the Ultra Low Emission Zone (ULEZ) which came into force on 25th October 2021 may have a further beneficial impact on local air quality across the borough.

Figure 3 – Location of air quality monitoring diffusion tube on Crogsland Road



Feedback During the Experimental Traffic Order Period

Nine comments on the scheme were received on Commonplace during the trial Experimental Traffic Order period. Within this total, 5 of the respondents were positive towards the change, with 4 being negative.

The comments received that were positive towards the trial changes included:

- The scheme encourages respondents to walk and cycle.
- Air quality and traffic levels had improved.
- Improved safety for children to walk, scoot and cycle to school.

The comments received that were negative towards the trial changes included:

- Air quality and traffic levels had not improved, or had become worse, as a result of the scheme.
- It is still unsafe to walk and cycle on Crogsland Road. The extra parking spaces added to this road result in poor visibility when trying to cross the road, and conflict between people driving and cycling.
- Increased traffic on other roads as a result of the scheme.

Photo of Crogsland Road Healthy School Street taken from Prince of Wales Road

